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FIRST PUBLISHED IN THE "NORTHERN JOURNAL,"

DURING 1871,

BY THE

Hon. JOHN YOUNG,

ON VARIOUS QUESTIONS

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PUBLIC INTEREST.

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PREFACE.

The following articles and Letters appeared in the "Northern Journal" of this city, during the year 1871. They were written by me, and as they embody some views on public questions, which have been much commented on during the present Election contest for the representation of the Western Division of the city, I have thought it best to republish them, in the hope that, although my opinions may not be satisfactory to all, yet, they will nevertheless shew that they were written long before I had any thought of being a Candidate for the Western Division of Montreal.

JOHN YOUNG.

Montreal, 23rd July 1872.

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OUR CANAL POLICY.

In constructing the canals of Canada, and in giving aid in the building of railways, the chief aim of the Government and the people has been to draw through the St. Lawrence, from the upper lakes, a portion of the vast commerce of the interior. Twenty-five years ago, few had any conception of the present magnitude of western trade, or of the wealth and population to-day, of the Western United States and of Western Canada. Nor do we now fully appreciate the future growth of the great interior of our country, and of the yet uninhabited West, and in our opinion there never was a time when there was more occasion for greater energy, capacity and judgment, in adopting the necessary means to develope the vast resources which everywhere abound.

In the possession of the St. Lawrence river the people of Canada have the power of directing and controlling the route of interior commerce. It is a truth beyond all controversy that Canada, by the formation of the country, has not only far greater natural facilities for the best line of transport for the carrying trade of the Western and North Western States to the Ocean ship at Quebec or Montreal, but has also the best line to New York and to the New England States. But the dilatory and tardy course of action by the present Government of Canada in adapting our canals to the natural navigation of the river, is fraught with the most imminent danger to our future commercial prosperity, nor can we passively submit, without raising a warning voice against this Executive inaction. If we are to be contented and prosperous; if we are to be successful as rivals of our enterprising neighbors, it must be through the full development of the resources which we possess within ourselves. These are the objects to which we have a right to demand that our public men should devote a large portion of their care; they are objects which require for their attainment, wisdom in deliberation and vigor in action. But has this course been pursued? We regret to say that it has not, for the public interests have and are now suffering from this neglect, and the present Ministry will find ere long that their negligence is rousing a spirit of dissatisfaction throughout the country which it will be difficult to allay.

The subject of enlarging the Welland and the St. Lawrence Canals, the deepening of the Rapids of the St. Lawrence and connecting Lake Champlain with the St. Lawrence by Canal, has been urged on the various Governments of Canada for the last twenty years by the Boards of Trade in both Eastern and Western Canada, but with the exception of the Holton-Dorion Government no attention whatever has been given to the matter. At the Quebec Conference held in October, 1864, when confederation was decided on, by which the policy of the Provinces to be united as the Dominion of Canada was distinctly stated. On that occasion it was then declared "that the improvements required for the

"development of the trade of the Great West with the seaboard are "regarded by this conference as subjects of the highest importance to "the Federal Provinces, and shall be promoted at the earliest possible "period that the state of the finances permit." Yet seven years have passed since this resolution was adopted, and all that has been done for "*the development of the trade of the Great West with the seaboard*" was last year to appoint a commission consisting (with one exception) of six non-professional gentlemen, who made a Report, which is almost a copy of Reports published within the last twenty years by the engineers, at the Public Works, and by others on the same subject. Surely the able and skillful engineers now on the staff of the Department of the Public Works were the parties to whom the Minister of that department should have applied for information on a matter so deeply concerning the public interest, and so long urged on the attention of the Government by mercantile men. Under our system of Government it was his duty to submit such a comprehensive scheme of Canal policy "as would enable Canada to compete successfully for the transit trade "of the Great Western country," and not ask from gentlemen whose attention and pursuits had never led them to study our Canal system.

The neglect of the Government in this matter may be judged by the present state of the Welland Canal, the most important of all our public works. It is stated by the Ontario Press, that it is in a most dilapidated condition, and repairs which ought to have been made years ago are now necessary to preserve the work from ruin. Even here in our city, there is to-day over one thousand workmen out of employ, in consequence of a want of water to drive the machinery in our manufactories and mills on the Canal, all of which could have been prevented by the carrying out of a work now in progress and which ought to have been completed months ago.

It is in no hostile spirit to the Government we make these remarks. We wish we could persuade men of all parties to unite in the support of these measures, which all admit are necessary, and which must produce a large measure of certain prosperity. The St. Lawrence is the mother which has produced the cities and villages along its borders, and, looking at the Western Lakes, and at the vast territory of which these lakes are the centre, it is imperative that the whole system of our inland navigation should be at once developed to the utmost capacity of the natural navigation, and there is no Canadian, having the interests of his country at heart, who will not approve of such a policy.

We shall, in future numbers of our journal, again allude to this important subject. We are aware that there are other improvements besides those referred to, which are required, and the Bay Verte Canal to connect the Atlantic with the Bay of Fundy is one of these. Nor should we omit to state the fact that the last new ship of the Messrs. Allans, the "Sarmatian," of 3,910 tons, has been compelled to discharge her cargo at Quebec for want of water to come to Montreal, and her cargo outwards has had to be lightered to Quebec, at a very considerable expense. This is a matter of the gravest import to the citizens of Montreal and the owners of real estate, and we are glad it has engaged

the attention of the Board of Trade and the Harbour Commissioners. It is true that at this season of the year, the water in the river is very low, and although there is now twenty feet in the channel, yet if we are to have such ships coming to the St. Lawrence as the "Sarmatian," and the tendency is that they will even be larger, there should be no hesitation in view of future trade, for those who have the control of such matters, to ascertain if it is possible to secure a further depth of two or even four feet, thus making the channel twenty-four feet deep at lowest water, and enabling steamers of 4,000 or 5,000 tons to come to our port with inward, and take away outward cargo without lighterage. If this is not done, and done speedily too, and every possible facility created in the harbour to give despatch to the Ocean and Inland ship, a blow may be given to our progress as a city from which it may be difficult to recover.

NEW RAILWAY TO OTTAWA.

Whatever may have been the doubts of people twenty-five years ago, as to the vast utility of railways, there ought to be no such doubt now; for in all countries where this system of cheapened and rapid transport has been adopted, the result has been uniform in shewing its vast advantages. To understand the usefulness and value of railroads, in Canada, it must be borne in mind, that by far the greater part of our people, and the greater portion of our territory, is devoted to *agriculture*, and that the surplus products must be sent to ocean ports for shipment. When we find that it is possible to move property upon a railroad at the rate of 1½ cents per ton per mile, or for one-tenth the cost upon the ordinary road, every one must see the vast advantage of having railway transportation, which is the auxiliary and assistant of canals, where such are possible. The effect of the construction of the Grand Trunk Railway throughout Canada is an instance of the advantages of the railway system. The advance in the value of the land through which it passes, arising from the increased value of agricultural products by cheapened transport, would, we presume, be greater, if valued to-day, than the whole cost of the road. Nor is it the country alone which is benefited, for every town along its route also shares the advantage. And the great prosperity which this city has shared for years past may be in a great measure ascribed to the extension of our railway system. In Western Canada all seem to comprehend the advantage of constructing railways from one point to another throughout the country, and all are active in this good work, while municipalities and towns willingly tax themselves in aid of them.

We believe it is necessary for the interests of our city, that every encouragement should be given to all railway enterprises, which will connect the surrounding country with Montreal. Nor should there be any doubt felt as to the policy of giving such aid. We had the pleasure to-day of examining, in the office of Charles Legge, Esq., civil engineer, the plans and sections of a projected railway, which starts

from the River Rouge on the Grand Trunk Railway, about four miles below Coteau Landing, and proceeds to Ottawa city, a distance of eighty miles, through a level and beautiful country. The point of intersection with the Grand Trunk is thirty-three miles from Montreal, or one hundred and thirteen from Montreal to Ottawa. At present the only route to Ottawa is *via* Prescott, a distance of one hundred and sixty-six miles, and by the construction of this branch there would be a saving of fifty-three miles. It would be difficult to over-rate the advantage of this projected railway to the public generally, and especially to Montreal. We understand that the Company formed to carry out this branch ask Montreal to give its bonds for $200,000, in aid of the enterprise, which we hope will be freely granted.

A large commerce with New England in lumber is now carried on by railway direct from Ottawa, crossing at Ogdensburg, and thence to Lake Champlain at Rouse's Point. The distance from Ottawa to the latter place is one hundred and seventy-eight miles, while by this new road, the distance to the same point, *via* Montreal, would only be one hundred and sixty miles. We would earnestly direct public attention to this subject, and while we express our opinion in favour of this shortest connection with the valley of the Ottawa, we are also in favour of other projects. Continuous railways from tide water to Huron upon the north side of the St. Lawrence and Ottawa rivers we must have, and we are glad to see that measures are being taken to connect the whole northern country by rail with Montreal and the United States.

FREE TRADE WITH THE UNITED STATES A NECESSITY FOR CANADA.

The adjustment of our commercial relations with the United States, on a permanent and satisfactory basis, is a subject which demands consideration and discussion, for the sake of its important bearings on the future of the Dominion. The question is one which should be calmly examined, nor should there be any hesitation in freely expressing the results of such an examination. There can be no doubt that the indications of the time are, that Great Britain has, by the Confederation of all the British North American Colonies, been gradually leading us from a position of tutelage, into a self-governing community, and there is no question of greater interest to the people of the Dominion than the consideration of measures, necessary to obtain free intercourse in trade not only with the United States but adjacent countries. The principle of federalism has been applied successfully in the federation of the German States, of Switzerland and the United States. Nor is it unlikely that Europe in the course of time will resolve itself into one great federal union of many states like America. We are aware that some modern travellers have predicted that the American States are yet destined to fall back into separate and unconnected monarchies, but we believe the tendency of human affairs is not to go

backwards towards the old, but to advance towards the new, in which the interests of the people shall be directed by the people and for the people. The late federation of all the British North American Colonies makes us no longer a mere set of disconnected States or Provinces, each having its separate exclusive rights. We are now almost independent, having free commercial intercourse with each other, under one general government, and we have, thereby, greatly increased our financial, military and political power, as well as our general prosperity. We are more numerous now than the United States were after the Revolution had terminated. The union of the different Provinces under one central government, admitting a free exchange of the industry of each, whether in natural or manufactured products, has already effected, and will, year after year, effect beneficial results; nor is there any one in the United States who will not acknowledge that the chief origin of the prosperity of that country has arisen from the free exchange of all products between the different parts of the Union. We believe similar results would inevitably flow from the same principle, if there could be a free exchange, not only in natural products but in manufactures free of all duty, between Canada and the United States. We are aware that difficulties exist in carrying out such a policy. Without some great change in the Tariff of the United States its immediate success would seem impossible. It, however, must be borne in mind, that while the public debt of the Dominion is annually increasing that of the United States is rapidly decreasing. Again, the population of the United States is increasing in a much greater ratio than the population of the Dominion, and we shall be able to shew, that in a short time the rate of taxation per head, for the expense of the General Government of the Dominion and the United States will be nearly equal. Of this, however, we are satisfied that, owing to our geographical position, our interests like our territory are inextricably wedded to their own, and that the natural advantages of neither country can ever be adequately developed, without the mutual benefits and assistance which would result from a system of reciprocally free imports, exports, and rights of transit. The German Custom House Union, or what is called the "German Zollverein," ought to be a powerful argument in favor of a similar commercial union between the United States and Canada. The first and simple object of this association, which commenced among the small independent municipalities in Thuringia, was to save the expense of each little state keeping up Custom House guards all around its little frontiers, by equalizing customs duties, so that duties once paid on the general frontier, the goods could circulate free of all other duties or examinations throughout all the States of the Union. A general tariff was adopted by all, and the proceeds were divided in proportions according to the ratio of their respective populations as taken every three years. The system was begun in 1820. Its progress to the present time is a proof of the excellence of the principles it embodies, and the mode by which it is carried into effect. In 1865 the benefits of the German Zollverein had become so well proved and appreciated that, instead of the three original

States or Duchies, it included fourteen with a population of 36,000,000. In 1867 a new Zollverein treaty was concluded between the States of the North German Confederation and the North German States, the scope of which extends to the whole of Germany except Austria. Even with Austria a liberal and comprehensive treaty was effected in 1868, mutually reducing duties on both sides, and abolishing all transit duties, and nearly all those on exports; so that a traveller who has once crossed the outline can now proceed without interruption from Belgium to the frontier of Russia and from Tyrol to the Baltic, a distance of about 750 miles, including a population of 70,000,000. While this has been the result in Germany after the experience of fifty years, it has also produced similar results (as we have already stated) in the United States, for it is admitted that no cause has contributed so much to the welfare and prosperity of all parts of that country, as the perfectly untrammeled intercourse which the States enjoy with each other. It is easy to see how different it would be, if each state was commercially independent—jealous of those around it, and continually contriving how to exalt itself at the expense of the rest, rather than trying to develope its own advantages and freely availing itself of the resources of the others. With such a system enacted no discriminating duties would exist in trade between any part of the Dominion and that of the United States. The merchants of Chicago, if interest dictated, could purchase goods in Montreal or Quebec, and buyers from Manitoba might buy and sell at St. Paul, Duluth, St. Louis, or New Orleans, as freely as at Halifax, or St. Johns. There would be fair and complete competition everywhere within the Confederation, and the fullest scope would be given to the development of every natural advantage, which would save needless labor, or yield remunerative employment. Such a policy would tend to lessen any hostility between governments, nor would it interfere with their political institutions, while a strong bias would be given towards the most friendly relations, upon the basis of mutual interests and intimate social intercourse. Such a policy so necessary to our advancement as a people would not be opposed by Great Britain. The German Zollverein had not the slightest influence in diminishing the trade of Germany with Great Britain, neither as the high protective tariff of the United States had that result, for the statistics of the trade of Great Britain with the United States shew, that the exports of the former to the latter were greater when the tariff was at its highest point. The fact is gradually being realized by the people and statesmen of Great Britain and other enlightened economists, that the richer their neighbors grow the better it is for them. They do not burn or bury their acquired wealth. They lay it out, and those who get it lay it out again. It goes round and round, increasing industry, widening the markets of the world and the wealth of all. With such a policy, we should in the Dominion have an equal chance with the people of the United States to develope our spirit of enterprise, and with the character of our people, our unequalled agricultural, mining, manufacturing and commercial facilities, a far greater impetus would be given to those interests than now exists. We shall, however, further advert to this subject in our next issue.

FREE TRADE WITH THE UNITED STATES A NECESSITY FOR CANADA.

We adverted in our last issue to the advantages of the federative principle in commercial exchanges of industry, and to the principle on which the German Zollverein had for the last fifty years been carried on. At the meeting of the Dominion Board of Trade with the National Board of the United States, lately held at St. Louis, a series of resolutions were adopted by the National Board, advising that a memorial should be addressed to Congress, for the appointment of a commission to meet Commissioners from Canada to see what could be done to increase trade relations between the two countries. It was suggested that not only the raw or natural products of the two countries should be admitted free of duty, but also that all custom houses on the frontier should be abolished, so as to secure for the manufacturers and every branch of industry of Canada and the United States a perfect freedom of transit, as now exists between one State and another of the Union. In other words, duties would be collected on the principle of the German Customs Zollverein, on the Atlantic and on the Pacific, in Quebec and Montreal, and a division would be made of the duties so collected, in proportion to the populations of the Dominion and the United States. We expressed the opinion in our former article that, however desirable it was to have free intercourse commercially with our neighbours, yet it seemed almost impossible, with the present erroneous tariff of the United States and excise laws, that such a system could be carried out. The present population of the United States may be stated at 40 millions, and the public debt at $2,250,000,000, which is $56 per head. The public debt of Canada is $116,000,000, which, divided among 3½ millions, is $33 per head. To perfect our Canal system will require an expenditure of $18,000,000—to which, if we add $12,000,000 to complete the Intercolonial Railway and other works, the public debt of the Dominion will then amount to $146,000,000. Leaving out any estimate for the proposed Pacific Railway through Canadian territory, the liability per head of the people of Canada for this 146 millions will be $42, against $56 to the people of the United States; so that it would require no great reduction there to make the rate of liability in both countries about equal. If the United States were prepared to make that reduction, then there could be no better plan in our opinion adopted than the system of the German Zollverein, to secure to the people of both countries the highest possible advantages in an exchange of their labour or industries. Some may say that Great Britain would not consent to such an arrangement. We do not hold this opinion. Under such a system, with the power to exchange the products of the Dominion with 40 millions of neighbours, there can be no doubt that our material wealth would greatly increase, and, as we stated last week, the richer we became as a people the better it would be for England. This principle is exhibited in England's trade with the United States. In 1854, when the tariff of that country was much lower than at present, the exports from Great Britain amounted to £18,662,603 sterling,

while in 1870, the exports under their highest tariff were £25,119,630 sterling. The total imports and exports from Great Britain to the United States in 1855 amounted to £43,746,115, while in 1870 they had increased to £67,721,000, one-fifth part of her whole foreign trade, five times greater than the total trade with her North American Colonies, and more than one half greater than Great Britain's total trade with all her British possessions, including India. It is a mistake, therefore, to suppose that England would try to prevent the policy of a Zollverein being carried out with the United States. The exports now from England to the United States consist of goods which cannot be manufactured there, and more than one-half of our whole revenue is collected on the same class of goods, which now pay 15 per cent. duty. Another objection has been made that political Independence and a National position would be the result of such a policy. In reply to this objection, we say that it is the desire of the Government and people of England, that we should assume such a position, and we believe that such a course is imperatively necessary for our advancement as a people. The late Fenimore Cooper, in his novel of the "Spy," declared that the United States advanced more in forty years after Independence, than she had done in the previous one hundred years. But what do the members of the British Government say? On the 26th April, 1870, Mr. Gladstone, the present Premier of England, declared, that "looking back at the history of transatlantic possessions, we see that it is in the nature of such possessions to grow, and if they grow, to alter, (in obedience to laws more powerful than the will of any Government) the condition of the relations of the Government which originally planted them till they arrive at that stage of progress when there should be a separation. It is to be hoped that such a separation will be realized in a friendly and not in a hostile form. The statesmen of this country have competed with one another in their zeal to work out this policy." There are others again who declare that the parties advocating Independence are not honest, and that Independence means Annexation to the United States. We have been consistent in protesting against this view of the matter. We believe that while the great body of the people in the United States, speaking the same language as ourselves, would desire to have free commercial intercourse with us, yet we see nothing to shew, in the movement of the Government of that country or of any party there, that political annexation is desired. The Hon. John Bright, another member of the British Cabinet, endorsed this opinion in a speech on 28th February, 1867, when he said, "I believe there is no greater delusion than that there is a party in the United States that wishes to commit any aggression upon Canada, or to annex Canada to the United States. There is not a part of the world, in my opinion, that runs less risk of aggression than Canada, except with regard to that foolish and impotent attempt of certain discontented, not long ago subjects of the Queen, who have left this country. No American statesman, no American political party dreams for a moment of aggression upon Canada, or of annexing Canada by force. For my part, I want the population of

these Provinces to do that which they believe best for their own interests, and to become Independent States if they wish it; but whatever be their course, there is none in this House or in the Provinces who has a more sincere wish for their greatness and their welfare than I have!" Supporting ourselves by the late opinions of those eminent statesmen of the British Cabinet, as to the questions of Independence, we shall now proceed to examine the advantages which would result from a commercial union with that country. The Revolutionary War in the United States proved that the Independence of that country, and their consequent prosperity, contributed materially to the well-being of Great Britain, and the belief has become more and more prevalent in the Mother Country, that the means by which she can secure and profitably derive the largest measure of real prosperity from her Colonies, is by permitting them to direct their industry into those channels which their natural position and advantages indicate as the most remunerative. With our export to the United States last year of 16,461 horses, 107,731 horned cattle, 107,135 swine, 147,355 sheep, $65,597 worth of poultry, 2,439,766 pounds of wool, 6,663,877 bushels barley, 3,817,547 bushels oats, 846,882,000 feet of lumber, 112,128 packs of shingles, which paid a duty of $5,754,500, or thereabouts, on articles which we are compelled to sell to the United States, for England does not require them. The whole or nearly the whole of this large amount could be annually saved to the people of the Dominion by free trade with the United States. But large as is the sum we have named, it sinks into utter insignificance compared with the annual loss to the country arising from our undeveloped Iron, Copper, Coal, Slate, Gypsum, Salt, Marble and other mines, which cannot be worked profitably under the present prohibitive duties of the United States. Then, again, there is the important interest of manufactures, for which the Dominion and especially the Province of Quebec is, from its water power and labour, so well adapted. This must be the subject of another article.

FREE TRADE WITH THE UNITED STATES A NECESSITY FOR CANADA.

In our issue of the 20th ultimo, on the question, as to the necessity of Free Trade with the United States, we alluded to our exports in 1870, of the products of the forest, of agriculture, of cattle, horses, &c., on which the duty paid unto the Treasury of the United States exceeded the sum of $5,500,000, and that we had no other market for the sale of those products than the United States. This large amount of Customs duties is in great part an annual loss to the Dominion, all of which could be saved by reciprocal trade. We also stated that large as the amount was, it was insignificant compared with the loss arising from our undeveloped mines of coal, iron, copper, slate, marble, salt, &c., which cannot now be worked profitably, unless admitted free of duty into the United States.

We now propose to shew the advantages which would flow to Canada by devoting a portion of her labour to manufactures. As different soil in all parts of the world are adapted to different kinds of produce, so different countries are adapted by their location, their climate, and treasures of raw material, to become marked for some particular branch of industry. England's manufactures in wool, in iron, tin, copper and lead, not to mention other things, are the effect of her being possessed of the raw material in those productions, in great abundance; and, it is in proportion as a country possesses such materials at its door, if we may so speak, that successful competition with its neighbour is possible. Machinery and coal have been the two great agencies in British industry, for without her coal, her machinery would have been comparatively powerless. Canada has boundless resources in all those raw materials, which has made England great. We have our mines of coal, iron, lead, copper, &c., yet, all these treasures lie neglected, and cannot at present be utilised. In Lower Canada, it is true, we have no coal; but there is no country in the world which possesses, on every river running from the north into the St. Lawrence, such magnificent water power. We shall, however, be asked, how is it that Canada, possessing all these natural advantages, is not a manufacturing country to any great extent? Our reply is that with the Atlantic between us and England, the cost of freight and insurance, with an adverse tariff, renders competition there impossible. In the United States also we are met by a hostile tariff which almost prohibits any competition there, so that we are confined to the home market of the Dominion for the sale of any manufactures we can make profitably, or for the supply of three-and-a-half millions of people. If the markets of the United States were thrown open to Canadian industry, thereby giving us the opportunity of supplying forty-four millions, can any one doubt that such a change would be highly beneficial to our people, and that a great impulse would thus be given to the development of our vast material, but now comparatively useless resources? For more than half the year the inhabitants of the Province of Quebec labour under the physical impossibility of doing any regular out-door agricultural work. If they could weave and spin and be otherwise engaged in such industries as each locality was fitted for, is it not evident that our position as a people would be vastly promoted? We might not be able from our position to cross the ocean with our goods, but we would then have the home market of this Continent, and in every country the home market is the great steady basis of its manufacturing industry. With all the Colonies and Commerce of England, her large commercial capital, her unrivalled facilities for shipping and trade, her position on the ocean and her free institutions, open to all the trading capital of the world *more than-two-thirds* of her manufactures, not including agricultural products, are used in her home consumption and only one third is exported. The same remark is applicable to the manufactures of the United States. The progress of the manufactures of the Dominion will, no doubt, gradually grow, but only in proportion to the growth of our population. It was from this view of the matter that we expressed the opinion that the broad and comprehensive views entertained by the National Board of Trade at St. Louis, of abolishing all the Custom Houses between the two countries,

and collecting duties on the Atlantic and Pacific frontiers was a good one for by such a measure Canada would have the chance of manufacturing for the United States. Under such a policy American capital would soon be attracted into Canada, to develope our water powers and other resources. Look at the instance of Lowell, in Mass., a spot where is concentrated the greatest amount of manufacturing energy, and where you look in vain for those tall chimnies and volumes of black smoke which are to be seen in England. In 1830 its population was not over 200. Its motive power for nearly all its machinery is water; yet, in 40 years its population has risen to 50,000, and in magnitude is now the second city of Massachusets and the twelfth in the United States. While Montreal, Quebec, Chambly, St. Jerome and other localities in the province would be benefited, Nova Scotia, New Brunswick and Ontario would each receive not only the advantages of their water power but also of their coal, iron, gold, salt and other mines. We have in a previous issue expressed the opinion that England would in no way object to our carrying out such a system with the United States, because the richer we become the better it would be for her. On this principle her statesmen have always acted, for they have found that any increase of wealth and population in foreign States inevitably creates an increased demand for her manufactures. The great interests of our country are agriculture, commerce and manufactures, and they are inseparable and must prosper or languish together. Any legislation which tries to benefit one, at the expense of the other, is dangerous. The employment of agriculture, of commerce and navigation, are all as much branches of domestic industry as manufactures, and whenever duties are levied it should be considered whether such duties should be given to encourage any one of these branches of industry, at the expense of the other branch. Theperfect freedom of citculation of industry in England, the producing and consuming habits of the people, the macadamized roads to every village, and the absence of restrictions of all kinds, has raised up there a vast home market among forty-two millions of people, and it is this home market for manufactures which has made that branch of industry what it is. A similar freedom of trade with our neighbours in the United States, and with a moderate duty on imports, collected on the Atlantic and Pacific, would lead to the best results for Canada. We have before shewn that the interests of Britain did not suffer, but were promoted by the application of the Zollverein principle throughout Germany, and in the same manner the interests of Britain would be promoted by the application of this same principle on this Continent.

CANADIAN INDEPENDENCE.

The question of Canadian Independence is, no doubt, a serious one; but if it is for the interest of the people of Canada that they should be independent, it ought to be discussed. The question, however, is not new, nor is it one which was first mooted in Canada. Some years ago, in the discussion which took place in the Imperial Legislature on the "Defences of Canada," it was then evident, from the opinions which

were then expressed by British statesmen, and on various other occasio since that time, that they looked forward to the period when Canada would advance to an Independent National Position. Lord Stratford de Redcliffe, saw in the discussion, "the period when the Mother Coun- "try would have to separate from her Colonies."

A member in the House of Commons declared "that the relation "between Canada and Britain was rotten and mutually deceptive," "while another, and a Cabinet Minister, said "he looked forward with- "out apprehension, and without regret to the separation of Canada from "England." Nor are these new thoughts with British statesmen, for, as far back as 1828, Mr. Huskisson, then Colonial Minister, said "he "thought the time had come for the separation of Canada from the "Mother Country, and her assumption of an independent state." He further added—"We should be well paid for all the sacrifices we may "yet be called on to make if we are to add to the rich harvest of glory "we have already reaped by being the mother of countries, in which "the same happiness and prosperity that have distinguished this coun- "try will, for ages to come, be enjoyed, and that will be our reward for "establishing our superfluous population not only on the Continent of "America but in other quarters of the world. What can be a prouder "feeling for Englishmen than that England has done its duty to the "world by successfully attempting to improve it. Whether Canada is to "remain forever dependent on England, or is to become an Independent "State—not, I trust. by hostile separation, but by amicable arrange- "ment—it is still the duty and interest of this country to inbue it with "English feeling and benefit it with English laws and institutions." In the same year, on the debate on the "Ordnance Estimates," Mr. Huskisson again said—"If he could be positive that the amount of the "present vote was to be expended with the positive certainty that in "fifty years to come the Canadas were to be free and Independent, he "would not hesitate but would as heartily give his vote under such "circumstances as he would give it now, because, if Canada in time was "to throw off the control of the parent country, then independence "would be the growth of national honour, opulence and population, "and would be effected by natural events rather than by premature "separation. When the separation did come, let it be like the sever- "ing of the members of the same family, who, long united "by the same ties of blood and affection, find it at last "necessary to part, but with the kindest wishes for each others "welfare." Lord Howick, on the same occasion, said—"There could "be no doubt that, in time, all of our foreign colonies would become "independent of the Mother Country. Such an event was certain, and "we ought in time to prepare for the separation, not by fortifying the "Canadas but by preparing them to become independent." The Earl of Ellenborough, in 1854, said in the House of Lords—"What was the "use, what the practical advantage of continuing our connection with "the Colonies. Again, under these circumstances, he hoped the "Government would communicate with the North American Colonies "with the view of separation." Lord Brougham followed the Earl of

Ellenborough, and declared, "he was one of those who desired a separa-
"tion of Canada from the Mother Country. The idea was not novel,
"it had been entertained and expressed by many eminent men. It was
"an opinion shared in by Lord Ashburton and Lord St. Vincent. They
"believed after a certain period of time—after what was called, passing
"the youth of nations—that of a Colonial life, the best thing that could
"happen to a country in Colonial connection with an older state, was
"without any quarrel, without any coldness or alienation of any sort,
"but with perfect amity and good will, and on purely voluntary grounds
"there should succeed to that connection a connection between two free
"and independent states." The *London Times* said, two years ago—
"If the people of Canada show a desire to sever the connection for the
"purpose of establishing formal Independence, England would do
"nothing to put constraint upon her wishes." The *Saturday Review* says—"All classes of politicians have long since made made up their
"minds to concede the independence of British America whenever the
"Colonists desire it." The *Edinburgh Review* describes us as "re-
"tainers who will neither give nor accept notice to quit." The *London Times*, at a later period, commenting on Mr. Gladstone's speech
"about Canada, said—"It is for the good of the world that adolescence
"should lead to Independence, and we can conceive no nobler ambition
"for those who have the direction of the policy of the great English
"speaking people, than to lay the foundation of another existence and
"a separate history in the communities they govern."

We have given these utterances of the English press and of English statesmen, to show, that the question of Canadian Independence was first mooted in the Imperial Legislature. Lord Monck, our late Governor General, was the first in this country to use the words "New Nationality," while our present able and astute Governor General, Lord Lisgar, in a speech spoken some time ago at Quebec, did not find it inconsistent with his high duties, cautiously, but significantly, as the representative of great Imperial interests, to hint at the transition state through which we were passing. Both at Quebec, and again at Halifax, he said that Canadian statesmen and people are the best judges of their own interests, that their destinies were in their own hands; and that, if they decided upon more changes, the proposition would receive from the statesmen and people of England a generous and friendly consideration. As the Hon. George Brown said, in 1864—"We must look forward to
"the day, when we must be prepared to assume the full duties and
"responsibilities of a great and powerful nation"—and, surely if the
"Mother Country and people are ready for the change, we ought to be
"ready for it. The present Government of England declared last year that part of its policy was to "throw the cost of self-defence on each colony," and under this policy, troops and all munitions of war have been removed from Canada. We have no fault to find with England, nor have we any quarrel with her, for she has been a generous mother, and no colonial child ever had such a mother, but under such circumstances is it not our duty to look our position in the face. With a population of over four and a half millions, and with our growth and promise, we have no right to hang to our Mother Country, as a child hangs on to its

mother, an hour longer than the connection is mutually advantageous. If it is the opinion of British statesmen that we have passed the "youth of nations" and reached maturity, it is not for us to deny it. Nor can we do so consistently with our self-respect. The assumption of national responsibility is a grave matter, but have we not manhood enough in this Northern population to meet that responsibility? We know not what the future may have in store for us, but be what it may, it is our bounden duty to prepare for it. To this position we have been gradually brought. Our Governor-General nominated by the Crown is the last link of colonial dependence, but this one link is as potent as a thousand, and it should be unloosed, to permit Canada to elect the Governor. This step forward would radically change our relation to the Mother Country, and free her from all embarrassment on our account, while it would place us in a position wherein we could stand on our own responsibility, among and before the nations of the earth. And this, "without any quarrel," as Lord Brougham said, and without any coldness or alienation of any sort, but with perfect amity and good will towards our Mother Country and all the world.

The cry, however, may be raised against the policy advocated, that Annexation to the United States will follow Independence. We desire to meet this question fairly, and we would ask who are to be the judges in this matter? Must it not be the four-and-a-half millions of people who will, under Independence, be free to pursue and choose such a course as they deem best? The design of every Government is, or ought to be, to promote in the highest degree the general happiness and welfare of its citizens, and that ought to be the best which conduces most to this end. The foundation of our political institutions is laid, and we have transplanted as much from England as can be transplanted; still the popular element must predominate in our affairs—and the government must be by the people, for here we have not, nor can we have any order of society among us, born to hereditary privileges like the British Aristocracy, and, therefore, for good or ill, we are committed to Democracy, or to political institutions wherein the popular voice is, and must be predominant. We cannot see in these facts any necessary affinity with the United States. Nature seems to us in some respects to have designed things otherwise, for the St. Lawrence may be compared to a great trunk of a tree having its roots in Newfoundland, Prince Edward's Island, Nova Scotia and New Brunswick, with its branches spreading to the Ottawa, the Saskatchewan, and other rivers, making it the avenue to an independent empire,—embracing a territory equal in extent with the United States, and in every respect fitted to become a free and independent state, united with the country that fostered them in infancy, by ties and treaties calculated to perpetuate reciprocal commercial benefits. Nor ought we to have any quarrel with our neighbours and brethren in the United States, sprung from the same stock as ourselves. If, however, we are ever to become a great country, it must be through the influence of manufactures and trade. With our rapidly increasing agriculture, our abundant water power, our fisheries, and vast deposits of coal, iron, copper, silver, and gold, there is no limit to our

progress as a people; but, as we said in our last number, to secure the full development of our vast resources it is imperative that we should have the power of exchanging without duty, not only the natural products of the country, but also our manufactures with the United States. We shall however defer the consideration of this part of the subject till our next issue.

CANADIAN INDEPENDENCE.

We alluded in our last issue to some of the utterances of British statesmen, and of the British press, as to the advantages which would result to the Empire and to the Canadian people, by ceasing to be Colonists, and assuming the responsibilities of a National existence. We are aware that in urging upon our readers the necessity of Canadian Independence, there will be many who differ with us in opinion, for there are those who honestly believe that the Independence of Canada would conflict with the Colonial policy of the Empire, and who, taking their inspirations from the traditions of the past, make England's glory to consist in the vastness of her Colonial possessions; but the motto of "Ships, Colonies, and Commerce" belongs to an age that is past. That was a system of obstruction and restriction to all Colonial enterprise. Freedom in trade, and a better understanding of the Laws of Political Economy have led to much higher results. The German Commercial League, on its formation in 1833, was supposed to be inimical to British interests; but this view has been shown in practice to be as erroneous as it was narrow, for, it has been made evident to British statesmen, and to the English people generally, that the healthier and the more industrious their neighbours became, the better customers they were in the world's markets. England did not find that the loss of her original American Colonies dwarfed her industry or crippled her commerce. The history of the United States shows, that the rate of their growth has been greater since Independence than before that period; and that they are the best and largest customers for British manufactures, even when their tariff of duties on imports is the most protective and stringent. It is, however, not from England, as we have shewn, that any dissent comes to the change we advocate. The opinion seems almost general with the British statesmen and the press of England that Independence is necessary for our growth and progress; but the majority of Canadian statesmen and the press of Canada are yet adverse to any change, and believe, that, by the confederation of the late provinces under one government, we have done and obtained all that is necessary for our progress as a people. In this opinion we do not agree, for we believe that Independence is the natural result of Confederation, and was so intended by the various governments of England.

We admit the great boon of Confederation, and the advantages which that act has conferred on the Canadian people. It is only a few years since Nova Scotia, New Brunswick, Newfoundland, Prince Edward Island, Canada, and British Columbia, had each their separate tariffs, in antagonism and hostility to each other, preventing a free exchange of

the industry of each. Confederation, by forming the late Provinces into the Dominion, has broken down all the barriers existing, and now admits of a perfect free trade between each. Already, we see the enormous advantages which such an exchange of industry has effected, and it has been this free exchange of the labour between each and all of the United States that has done so much for the development of the resources of that great country. Confederation, however, is not the end—nor have British statesmen ever deemed it to be the end. No, we are passing through a transition state, and the consolidation of the Provinces by Confederation would lose none of its advantages by the exercise of sovereign powers. Mr. Gladstone, the Prime Minister of England, during the debate in the House of Commons upon the subject of guaranteeing the Hudson Bay Company loan, declared that the "guarantee was given for Imperial objects, and to dissociate England from the inconvenience of two extensive territorial possessions." "In former times," said Mr. Gladstone, "the American colonies were entangled in a vicious system of *dependence* on England, *and the government wished to engender in them* a spirit *of independence*, to wind up the old system and see the Colonies make a new start." These general sentiments of the debate provoked no dissent in the House, where all shades of British opinion are represented. If, therefore, a change must come, why not meet it? How long must we hesitate and temporise? No one can be blind to our true position, and it is unmanly not to face its grave aspect.

But we may be asked, where is the necessity for change? Does the Mother Country fetter us in the slightest extent? In reply, we ask, are we in possession of the Treaty-making power? Has it not been through the political complications of the Empire that we have so far failed to make a satisfactory Treaty of Reciprocity in trade with the United States? The four and-a-half millions which now inhabit this northern portion of the continent are, as the *London Times* once said, "merely colonists, who could never be aught but colonists—a better sort of backwoodsmen," who have no power or right to approach the United States government officially, as to making a Treaty, except through the British government, and British Minister at Washington. We believe it is just and right that such a population should have this power, and we also believe that if we were in an Independent National position on this continent, free to treat with the United States Government, that a satisfactory and permanent Commercial Treaty on the broadest basis could be [illegible] that country.

COMMERCIAL TREATIES.

While we believe that it is necessary for our progress to have free and assured commercial intercourse with the States, which they need as well as ourselves, yet such a result as this is, we fear, impossible while we remain a mere colony of Great Britain. Canada, however, great as she is in natural resources, with one foot on the Atlantic and another on the Pacific, and with her large population, has yet no power to negotiate a

treaty. We can exercise no diplomatic functions, because we have no recognized foreign relaltions. Now let us suppose that we were an independent nation; what, under such circumstances, should be our policy? The German people, as in many other matters, have given to the world an important lesson on this subject by the formation nearly forty years ago of what is known as "the German Commercial League." The object of this association of states and independent principalities, was made at first, to save the expense of each little state keeping up custom houses all round their frontiers, by equalising the customs' duties on imports and exports, so that one tariff of duties, adopted by all, once paid at the general frontier, all goods could circulate free of duties or examinations throughout all the States of the Union. The duties now collected throughout Germany, embracing a population of about thirty millions, are divided among the different States of the league or union in proportion, according to the ratio of their respective populations as taken every five years. Why cannot such a system be introduced between Canada and the United States? The best interests of the two countries require that such a system should be introduced. We are opposed to political annexation with the United States, and it is for this reason we desire an independent national existence. We have, however, no objection to commercial annexation, because if such a measure was carried out its practical results, its tendency, would be to increase the material wealth and well-being of the people of both countries. The late war in the United States created a vast debt, which is being rapidly paid off, and, considering the cost and probable unproductive character of the Intercolonial Railway and other necessary public works in such a vast territory as ours, it is evident that while the debt of the United States is yearly decreasing, that of the Dominion is on the increase. This will in a short time make the taxation of the four and a-half millions in Canada about equivalent, in proportion to the taxation of the forty millions in the United States. Why, then, should not Canada under such circumstances adopt the principle which has been so successfully carried out in Germany, and abolish all the custom houses between the two countries, so as to have a perfectly free trade, not only in all natural products of the States and the Dominion, but also in manufactures? If we had the power to make a treaty between the Dominion and the United States, it might be framed on the following basis:—

1st.—The introduction of all manufactures and products of the United States into the Dominion free of duties on imports and taxes; and the like concession by the United States to the manufactures and products of the Dominion.

2nd.—Uniform laws to be passed by both countries for the imposition of duties on imports and internal taxation; the sums collected from these to be placed in a common treasury, and to be divided between the governments according to population.

3rd.—The admission of Dominion built ships and vessels to American registry enrolment and license, and to all the privileges of the coasting and foreign trade.

4th.—The Dominion to enlarge its canals and improve the navigation

of the St. Lawrence to its largest capacity; connect the Bay of Fundy with the Atlantic by canal, and to aid in the building of any great lines of international railroads, and to place the citizens of the United States in the same position as to the use of such works as enjoyed by the citizens of the Dominion; the United States and the several States giving the citizens of the Dominion the same rights and privileges over works of the same character in the United States.

MANUFACTURES.

Would not a measure like this be far preferable to the late Reciprocity Treaty? It would give absolute and permanent free trade between the two countries, while, in our opinion, it could be more easily obtained, and would be a favorite arrangement with the Americans both in the West and at the East. It would abolish smuggling along the frontier, and save both parties immense expense, and disband a whole army of custom house officers on both sides of the line. While it would be highly advantageous to our neighbours in the United States, it would make Canada a great agricultural, mining and manufacturing country. It would settle for ever all questions relating to the fisheries and the navigation of Lake Michigan and the St. Lawrence; it would open up half the continent to American enterprise and capital, while it would give us access to the markets of forty millions of people, and bye and bye to one hundred million. We only glance at the result of such a measure; but we think its consideration is worthy the attention of both peoples. Nor do we think we have overdrawn the picture. It is true, we have no coal in Quebec or Ontario, but while England burns coal to create a motive force in steampower we have that motive force in water from every river running from the North into the valley of the St. Lawrence. Moreover, during the winter months, while it is a physical impossibility to do any regular out-door agricultural work, manufactures of all kinds could be successfully carried on by those who at present are unemployed, and instead of 27,000 of our French and other populations, who last year sought employment in the mills of the United States, we could then furnish that employment here, while hundreds of thousands more would be attracted from abroad, and our country would be dotted with numerous mining and manufacturing villages throughout the length and breadth of the land. If this is not done, it is mere folly to spend our energies in inducing emigration, for under our present system, all our efforts to do so only end in the United States receiving all such emigration, and for whom Canada is at present only an Emigrant agent. Look again at the vast deposits of coal in the Maritime Provinces, computed in Nova Scotia alone to amount to seven billions of dollars at two dollars per ton, and which cannot be exported in any quantity at the present rate of duty to the United States. We feel that we have only glanced at some of the results of the change suggested. It is a matter, however, which should be discussed, for the vital interests of the country are involved in it. We have tried to show

that national independence is only a second but necessary step in the scheme of confederation—that it indicates no revolution and no violent distortion of our institutions. We have shown that England desires the change and that we need it. We have shown how the vast territories, the important population and immense resources of the Dominion entitle us to a respectable place among the nations of the earth, and that we are strong enough to stand alone, and that we should not insist on perpetuating a connexion with England which her statesmen declare is a weakness to her. On the contrary, we should make up our minds to take the position of an independent nation. The necessity of this change is not our doing, and, whether for good or ill, it has come to us in the natural and inevitable order of things from our geographical position on this continent. The duty of the people of the Dominion is the development of our resources and the pursuit of industry. We have an ample domain, and as fair a start as a country ever had. We have no quarrel with England, and we ought to have none whatever with our neighbours and brethren in the United States,—sprung from the same stock as ourselves,—nor can they have with us, and with both, we are linked together by the strong ties of blood and commerce.

ON THE NECESSITY OF ANOTHER BRIDGE ACROSS THE ST. LAWRENCE.

To the Editor of the NORTHERN JOURNAL.

SIR,—In 1846, when I was actively engaged with my friends, Sir A. T. Galt, the Honorable L. H. Holton and others, in striving to secure for Montreal a railway connection not only with the Atlantic at Portland, but with Kingston, Toronto and the Western States, the St. Lawrence River at Montreal was deemed a formidable and insuperable difficulty in the way of forming a continuous railway connection between its northern and southern banks. The directors of the St. Lawrence and Atlantic Railway fixed their terminus of the Portland Road at Longueuil and built expensive wharves at that point for its trade, while others advocated the plan of building the line on to Moffatt's Island, opposite the city, and constructing warehouses on the south shore. It was at this time that I published in the "*Canadian Economist*," a free trade paper, the following:—

"Why should we go to the expense of building warehouses on the other side of the river if this can be avoided? But how can it be avoided? We reply, by building a bridge across the St. Lawrence. There may be those who will think this a visionary scheme, but we speak advisedly when we say it will be found quite practicable. Such a bridge can be erected from this side some little distance below Nun's Island, at which part of the river the water is comparatively shallow, and the shoving of the ice nothing like so violent as it is lower down the river. By means of this bridge we shall have constant access to the opposite shore to the great convenience of trade, and the freight and passenger

railway company can, by this means, both from the east and west, run to a basin on the canal or river for the use of vessels loaded for the railroad. Such a bridge, it may be said, will obstruct navigation, but masted vessels with cargo must necessarily come down the canal, while it should be at such an altitude as to allow steamers to pass under it without difficulty. Such a scheme would at once do away with the necessity of building wharves on the other side of the river, as well as the use of ferry boats. It would afford a means by which the country people could cross it with their horses, cattle, &c., and a considerable revenue could be obtained from foot passengers, while the freight and passenger trains could pass by a tunnel under the canal into the city depot, both in summer and in winter. This is a work that the people of Montreal should move in, for every man that owns a foot of property should give this and the railways his attention and support, if, upon a survey and examination by competent engineers, it will be found as practicable as we now with full confidence declare that it is. The inhabitants of the city should shake off the apathy which so eminently is their characteristic, and zealously address themselves to the execution of this project."

Like all new schemes this idea of a bridge across the St. Lawrence was received with ridicule; my "sanity" was doubted for urging it, and the comments as to its "absurdity," "folly," &c., were freely used. But, believing in its necessity, I persevered in having surveys made. Mr. Morton, the engineer of the St. Lawrence and Atlantic road, reported first on its being practicable. In 1847, Mr. Gay, of Philadelphia, made a survey and Mr. Gzouski in 1849. Then Mr. Keefer, in 1851, gave plans of the bridge, and made a valuable report, but all agreed that the site below the Nun's Island was the best. Thus matters stood, when the agents of the Grand Trunk Company came to Canada, when I suggested to the Hon. Mr. Holton, then president of the Kingston Railway, that all our rights and privileges in that road, under our charter, should be given up to the Grand Trunk Company, on condition that they should construct and build a bridge across the St. Lawrence, to connect the Eastern with the Western railways. The suggestion thus made was accepted. Such is a brief history of what is now the Victoria Bridge, which was completed in 1859. The influence of the Grand Trunk Railway and of the bridge in cheapening transport and of adding facilities to the commerce of the country cannot be over-rated, nor can it be denied that these works have been one of the principal means which has contributed to the present position of Canadian trade, and to the present great prosperity of Montreal.

The object I have in writing this letter is to shew that, although all will now acknowledge that the Victoria Bridge, across the St. Lawrence, was a necessity and a work of the greatest utility for the benefit of the whole country, yet, in my opinion, *the time has arrived when another bridge across the St. Lawrence must be built.*

The great increase in all branches of trade at this port since the completion of the Victoria Bridge in 1859 is something wonderful, yet I see no reason whatever to doubt that in the next eleven years the increase will be as great, and, should the Government of this great country awake to the necessity of adapting our canals to the utmost capacity of the natural

navigation, such an impulse will be given thereby to our whole system of railways, and to the advantages of the St. Lawrence route for Western and Eastern trade, that the increase in the future will far exceed any increase in the past. Look at the increase in the last eleven years. The receipts at the port of Montreal of grain and flour in 1859 were equivalent to 3,790,738 bushels, while in 1870 the receipts were 13,190,798 bushels. In 1859 the taxable property in Montreal amounted to $26,800,296, while in 1870 it had increased to $50,559,840. In 1859 the tonnage arriving from sea was 94,660 tons, but in 1870 the tonnage was 316,846 tons. The revenues of the harbour in 1859 were $79,714, while they had increased at the same rates to $169,787 in 1870. Last year there was shipped from five lake ports in the Western States grain and flour equal to 122,000,000 bushels, while in 1859 the export of same commodities from same ports was only equal to 67,000,000.

It should be borne in mind, too, that only one-tenth part of the land of these Western States is yet occupied, and that the North-western region of British America has an area lying west of the 98th meridian, and above the 43rd parallel, which is not inferior in size to the whole United States east of the Mississippi, all of which is perfectly adapted for agricultural purposes. Then, again, look at the great valley of the Ottawa, and to the trade which, I think I shall be able to show must inevitably flow through that valley from the Pacific Ocean, and to sit immense trade in lumber, and even the most cautious will acknowleged that there is good ground for the expression of my belief, that the construction of another bridge is necessary at Montreal to connect the United States railways of New England and New York with those of Lower Canada. I shall, however, defer the further consideration of this subject for another letter.

Your obt. servant,

JOHN YOUNG.

Montreal, Oct. 10th, 1871.

A NEW BRIDGE ACROSS THE ST. LAWRENCE.

LETTER II.

To the Editor of the NORTHERN JOURNAL.

SIR,—In my last letter, I gave a brief history of the first bridge across the St. Lawrence, and alluded to the benefit which that work, and the Grand Trunk Railway, had conferred on Canada and the commerce of this city. I also gave some statistics, shewing that the receipt of grain and flour, the taxable property in the city, the harbour revenues and the tonnage of vessels from sea, had all more than doubled during the past eleven years; and I expressed the opinion that, as the increase in the next eleven years would be far greater, another bridge across the St. Lawrence was absolutely and imperatively necessary, in view of Western, Ottawa and Quebec railways.

In 1854 I prepared and presented a petition to Parliament, which I read amid the laughter of members, for the construction of a railway from the Pacific Ocean to the Atlantic, *via* the south shore of Lake Superior, crossing at Sault St Marie and passing down the Valley of the Ottawa to Montreal and thence to the Atlantic. Only six individuals signed that petition, of whom Sir A. T. Galt and myself are the only survivors. I mention this fact to illustrate the great change of opinion in these few years, for to-day the "Northern Pacific Railway Company" have built several hundred miles of their railway from Duluth on Lake Superior, and are energetically pushing forward that great work towards the Pacific. It is true that this line of railway is being built in United States territory. It is, however, proposed to build a parallel line to the Pacific, wholly in Canadian territory, passing from the St. Lawrence at Quebec and Montreal through the valley of the Ottawa, running to the north of Lake Nipissing, and North of Lake Superior to Bute Inlet on the Pacific.

Considering the growing friendly relations with our neighbors in the United States, and considering also the value and need of the capital necessary to perfect our Canal system and develope the vast resources of the Dominion which everywhere abound, it ought to be a serious question —in view of the actual construction now going on of a Pacific railway by the people of the United States—whether it would not be better to defer for many years the construction of a parallel road in Canadian territory. Would it not be far preferable to run branches from our territory (wherever and whenever required) into the line in the United States, and thus save a vast expenditure in constructing a rival and more northern parallel line, through a yet uninhabited region, and for no other reason than because it is in British territory? The Northern Pacific line, terminating on Lake Superior, must come east through Minnesota on the south side of Lake Superior. Would it not be wiser, instead of building the proposed line north of Lake Superior to the Pacific, to meet the United States line by bridging Sault St. Marie, and from thence run almost a direct air line, south of Lake Nipissing, through the Valley of the Ottawa to Montreal and Quebec? The Pacific Ocean would thus be connected by railway with Montreal, Quebec, Halifax, St. Johns, Portland, Boston and New York, with a less distance than by any other route, through the United States, while the Ocean port of Montreal, accessible for the largest ocean ships, *is 500 miles less distant from the Pacific by the Ottawa Valley route, than any port on the Atlantic.*

If then, I am right as to the advantage of meeting the "Northern Pacific," now constructing, at Sault St. Marie, why risk all the commercial prospects of that line for one, which, like the Intercolonial Railway, there may be military reasons, but its commercial disadvantage of being 250 miles longer from this city to Halifax than the route to the same point through the United States, ought to have condemned it.

Waiving the question as to whether the route should be *via* Sault St. Marie and the south shore of Lake Superior, or by a route entirely north of that Lake to the Pacific, in either case the Valley of the Ottawa, *via* Pembroke, Hull, St. Thérèse or St. Jerome to Montreal, is the best and shortest. If, however, there is only to be the Victoria Bridge across the

St. Lawrence it would be impossible to reach it, because the Ottawa road, in order to avoid the Mountain of Montreal, would require to take a sweep from the north to Lachine, and, if this could be done, St. Thérèse, St. Jerome and the whole northern country below St. Andrews, could have no railway transport, neither could the Pacific Railway connect with the North Shore Road to Quebec, except through and over the narrow and now crowded wharves of the Harbour. This I think must be evident to every one. The present Victoria Bridge naturally accommodates the trade of the St. Lawrence Valley, the Lakes Ontario, Erie and Michigan, and, while a large trade must always flow from that direction by railway, and in greater volume when the water routes are made larger and more complete, it is not designed for that part of the commerce of the North West and of the Ottawa Valley. Then, again, I believe the North Shore Railway from Quebec to Montreal will soon be a reality. There can be no railway bridge to the South Shore at Quebec, and, considering the enormous extent of the lumber trade of the St. Maurice, and other rivers on the North Shore where mills are established, and which would furnish much freight for the railway to American markets, it would seem absurd that such freight should be carried up to Lachine or near it so as to reach the proper level to pass over the Victoria Bridge. It is true that a tunnel might be cut through the Mountain, but there is a limit to the traffic on this bridge. A train takes about ten minutes to pass over it from one side to the other, and this gives 144 trains in 24 hours. This speed might, no doubt, be increased, still not much, and when, as I am informed, nearly 100 trains per day pass over now, it will be seen that, in view of all the facts stated, as to the increase of our future trade through the St. Lawrence Valley and by the Northern Pacific and Ottawa Railway, the Victoria Bridge is not sufficient for the whole of that trade, and that, therefore, another bridge is necessary.

From these statements, which I believe cannot be controverted, it will be found that the best route into Montreal from the north will be by the east end of the Mountain, and to connect the Pacific, Ottawa and Quebec Railways with the American system of railways on the south side of the river, a bridge will be required. When the scheme of the Victoria Bridge below Nun's Island was suggested in 1846, it was then argued that the best site was opposite St. Helen's Island, while others advocated a tunnel. Charles Legge, Esq., Civil Engineer, whose experience in the construction of the Victoria Bridge enables him to speak with great authority on such a matter, has chosen a different site, and has lately made a survey of the location. He has stated to me that, leaving the North Shore opposite Fullum Street, and thence over Isle Ronde, and the south channel to the St. Lambert shore, a little below St. Helen's, there is no insuperable difficulty in construction.

The Current St. Mary, or navigable channel of the St. Lawrence, possessing a width of 1450 feet with an extreme depth of water of 30 feet, will be spanned with a high level Iron Tubular Bridge of fine openings, supported on massive stone piers, rising to a height of at least 120 feet above the surface of the river to allow of vessels from sea passing under it. The span over the channel will have a length of 340 feet,

while the adjoining openings on each side will span 240 feet each. From Isle Ronde to the south side over the *unnavigable* portion of the river the bridge will consist of twenty-six spans of 200 feet each, of wood or iron, supported on stone piers.

From the north side, the grade of the bridge will descend to the level of the ground by a succession of spans, and join the "Montreal Northern Colonization" and the "Quebec North Shore" Railway. From each side of the tubular portion of the bridge carriage ways of ten feet in width will project, being supported by brackets placed on the top of the tubes, for the accommodation of ordinary cart traffic, while the top of the tube and carriage ways will be planked over, forming a roadway of thirty-six feet wide from end to end of the bridge. On the space so provided, tracks can be laid and city horse cars, with passengers, can traverse the river, and get access by a side track to St. Helen's Island at all seasons of the year, in the event of that Island being converted, as it should be, into a Public Park for the people. Pedestrians can also use this space for crossing the river. During the six or eight weeks of the year, (Fall and Spring) when crossing the river by boat or vehicle is stopped, this bridge will furnish the required facilities for connecting ordinary traffic with the south side of the St. Lawrence.

At either season of the year thousands of citizens and visitors from abroad would avail themselves of the bridge for the purpose of enjoying the magnificent prospect from its elevated level.

The total width of the river at this point is about 6800 feet, or 2400 feet shorter than the Victoria Bridge, with the viaduct portion over the mainland on the Montreal side. However, the entire length of bridging will probably be about equal to its rival, but at a much less cost.

The "Montreal Northern Colonization Railway," connecting at Montreal with the "Vermont Central" or other American lines, by means of this proposed bridge, and continuing to Hull and Pembroke, uniting with the Canada Central, from thence by the most direct and best line to the Sault St. Marie, and joining there the Northern Pacific Railway, will give nearly an air line from the Pacific to Montreal and the Atlantic Ocean, and, as said before, five hundred miles shorter than by any existing route.

The rails of the "Northern Colonization," and "North Shore" lines, would, of course, be brought down to the city and harbour level, which would necessitate a large harbour extension in Hochelaga Bay for lumber and other freight purposes.

Such is a brief sketch of this new bridge across the St. Lawrence; but I cannot leave the examination of this subject, so deeply affecting all interests, without again, and perhaps for the last time, urging on my fellow citizens, the necessity of providing larger facilities in the harbour than now exist, which the present aspects of the trade of Montreal render necessary.

Having said this much on the matter of the new bridge and railways, I must also refer to what is necessary to secure for all of these railways necessary accommodation in the harbour, and what should be done by the citizens of Montreal to maintain that pre-eminence as a depot for com-

merce which she now enjoys, but this must be the subject of another letter.

Your obdt. servant,

JOHN YOUNG.

Montreal, 18th October, 1871.

THE HARBOUR AND THE RAILWAYS.

LETTER III.

To the Editor of the NORTHERN JOURNAL.

SIR,—The necessity of a new bridge across the St. Lawrence, as suggested and surveyed by my friend Charles Legge, Esq., was the subject of my last letter; and I now propose to shew the necessity of increased accommodation in the harbour, not only for the Ocean and Inland vessels, but also for the various railways terminating at our Port, either from Quebec, the Ottawa, or the Grand Trunk.

It must be evident to every one, who will take the trouble of walking from one end of the harbour to the other that a vast increase of harbour accommodation is required; and that it may be ruinous to the best interests of Montreal to delay making provision for the same until a *pressure* for it shall arise. We have seen the effect of past improvements on the St. Lawrence, both above and below the city. The opening of the St. Lawrence Canals was followed by an immediate expansion of the trade with the Western country, and a great reduction in rates of freight both upwards and downwards. The improvement made in the channel between this city and Quebec has been followed, as the deepening was made by a gradual increase of the size of the ships, and, as a consequence, of the reduction of ocean freights, until we have now steamships of 3000 tons trading to the St. Lawrence, and one of 3,910 tons which has not yet been able to come to our port. Such facts alone, are, in my opinion, sufficient to render it imperative on us to provide wharf accommodation on a much larger scale than any which at present exists But, as I believe it will be quite practicable to make the ship channel between our harbour and the sea 24 feet deep at low water, with a minimum width of 300 feet at bottom, the conclusion becomes inevitable that the number of such large vessels will increase from year to year to keep pace with the development of the trade and resources of the boundless country lying on either side of the St. Lawrence, and of the great inland lakes above it. The extent of this vast trade, of which as yet the St. Lawrence route only attracts about twelve per cent—both by the present canals and railways—is so enormous, that there ought to be no room for any jealousies between cities, far less should there be, as there has been, jealousy as to whether harbour improvements should go on at the west or at the east end of the city, because there is enough for all, and the trade which will naturally flow to the west end is a different trade from that which will flow to the east end.

When I was appointed a Harbour Commissioner in 1849, the limits of the harbour of Montreal extended from the mouth of the Canal to the

Barracks, but having at that time an exalted opinion as to the future growth of the city, and of the possibility of making it a great depot for commerce, I succeeded in inducing my colleagues in the Commission to petition Parliament for an extension of the harbour, and an Act was passed in 1850 extending its limits to the Rivière St. Pierre at the west, and to Ruisseau Migeon at the east. Under the same impression, and believing that a great mistake had been made in not extending the Lachine Canal into Hochelaga Bay, Messrs. Gzouski and Keefer, at my suggestion, were employed to survey and ascertain whether it was not then (1852) possible "to extend the Canal from the St. Paul or St. Gabriel level through the city into Hochelaga Bay, with the view of constructing warehouses on each side of the Canal," but the excessive cost of land and buildings, and the cutting off drainage, water pipes, gas, &c., obliged the Engineers to condemn the plan as too late, but they favoured the enclosure of that unnavigable space, consisting of about 120 acres, below the Victoria Bridge, with the view of forming a dock there and a winter harbour, a plan which was unanimously approved of afterwards in 1858, by Messrs. McAlpine, Kirkwood, Childs, and Legge, eminent Engineers, who specially reported on the subject. In 1853, at the request of the Harbour Commissioners, I reported on harbour enlargements, in which I stated "that a very large extension of the present harbour accommodation must be made in the course of time in the direction of Hochelaga Bay. The trade in sawn lumber and other wood goods is rapidly increasing, and should the Montreal and Bytown Railway be constructed (as I have no doubt it will be), and made to pass out of the city by the east side of the Mountain, it appears to me that, in that case, Hochelaga Bay will become a large shipping point for the lumber and wood goods that will arrive from the Ottawa Valley, thereby necessitating a large increase of wharf accommodation in that direction. But, although this may be found necessary in the course of time, yet, from the fact that no warehouses can be erected there and made secure from the ice shoves in winter, any more than in the present harbour, it in no way detracts from the necessity which I believe to exist for the construction of Docks upon the Point St. Charles Shoals, in connection with which suitable warehouses to any extent could be erected, and railway connection could thus be made with these warehouses and the ships, and facilities created superior to any port on the Continent."

This plan of harbour improvement, after being approved of in 1858 by the most eminent Engineers on the Continent, was also approved of by the Board of Trade, although it was obnoxious to the people of the eastern section of the city, who, on my appearance at a public meeting in company with the late lamented Mr. McGee, threw bricks and stones at us, and we with difficulty escaped serious injury; and as the late Mayor, Mr. Workman, in his letters of "a merchant," said Mr. Young, Mr. T. D. McGee and their party were "driven from the ground before the indignant scowl of impatient public sentiment and for advocating a scheme so obviously absurd."

Against this view Messrs. McAlpine, Kirkwood & Childs, the eminent American Engineers, declared, after a full examination of all other plans,

that "from all these considerations, and from the vast amount of Western trade likely to take the St. Lawrence route, we are united in opinion that a dock harbour of one hundred and twenty acres is the best form for a permanent increase of accommodation, and that Point St. Charles is very much the best site therefore." These Engineers further were unanimous in stating "that the port of Montreal is the proper place for transferring cargoes from the interior to the sea vessel; and therefore the Harbour Commissioners are right in their plans for deepening the channel between Montreal and Quebec," and "that the present harbour facilities of Montreal are entirely inadequate to accommodate the present trade and its certain increase, and that large additions are required." Now, the opinion I desire to convey to your readers is, that the Grand Trunk Railway coming into Montreal from the Valley of the St. Lawrence, and that to come into Hochelaga Bay by the east end of the Mountain, from the Valley of the Ottawa, the Pacific and Quebec, have each separate and distinct functions to perform, nor does the trade of the one interfere with the other. According to the views expressed in my last letter, each will have its bridge across the St. Lawrence for the accommodation of its business. The Grand Trunk, by the system of docks at Point St. Charles, could have unlimited railway tracks around the whole dock and down Mill Street, and on to the reclaimed land in the harbor of twenty-one acres, filled up and designed for a freight station, and as the depth of water in the dock would be twenty-six feet, goods intended for railway transport could be taken direct from the sea-going vessel. Wharves to a large extent would be required in the harbour at Hochelaga Bay for the trade of the Ottawa Valley, and then each branch of trade could have every facility it required at its natural depot. The western vessel or propellor could in such a dock discharge rapidly her cargo of grain into the elevator, while the ocean ship could as easily be loaded from the elevator. Flour, provisions, oil, &c., from the Western States and Ontario could be stored and insured there at the lowest possible cost, and be also at a point where such property could be moved by railway to Britain, New York, Portland or St. Johns, or by water to the Maritime Provinces, the West Indies or to Europe. I am satisfied that with these improvements carried out, and the canals of the Dominion adapted to the natural navigation, so great will be the increase of the commerce on the St. Lawrence, and particularly at Montreal, that, with the vast water power at our doors for manufacturing, nothing could compete with the facilities which can be created for trade, and by union and energy it is in the power of the citizens of Montreal to secure these great results. But, if they do not at once adapt the necessary means to this end, and provide greatly extended accommodation and deepen the channel to the sea for ships, to twenty-four feet at low water—and that immediately—trade will be forced away from Montreal. The Harbour Commissioners have lately decided to adopt the reclaimed land at Windmill Point into a Basin for canal boats, and also to deepen several of the basins to accommodate large ships. This, I think, is a mistake, for it must be borne in mind that the local trade of the harbour with the surrounding country, and with

the Lower Provinces in small vessels of a light draft of water, is greatly on the increase, and for such vessels most of the present wharves are admirably adapted and have ample water. As a proof of this increase, I may state that, in 1859, the tonnage ariving in the harbour of vessels not from sea, amounted to 388,137 tons, while in 1870 the tonnage was 721,334, and the increase of this local trade in the next eleven years will be much greater than during the same time in the past. If so, is it not evident, seeing the present crowded state of the harbour, that other accommodation for the large ships should be obtained. Transport by the Grand Trunk Railway must keep pace with the growth in production and population of the Western country, and to facilitate the business of that large enterprise, accommodation on a most extensive scale is required with the means of discharging the loading cars with the greatest rapidity. I have shewn that, with a new bridge near St. Helen's Island, all the trade by railway at the east end of the city can meet the railways from the southern shore and be accomodated in Hochelaga Bay, while, by the docks and other improvements, the rails of the Grand Trunk can meet the ocean ships. The farthing-candle policy of bringing the rails on to our narrow wharves, built and intended for the discharge of assorted cargoes for distribution in the interior, by the merchants of the city, not only destroys the facilities for trade in the harbour, but is a means so paltry and inadequate, in providing that ample space for the conduct of the business of such a railway as that of the Grand Trunk, that one is surprised at the apparent want of foresight in those who control it. In conclusion, I would say that it depends entirely on the energy and enterprise of the people of Lawer Canada, of Quebec and Montreal, to say how much of that vast interior trade can be attracted by canal and railway, to the St. Lawrence, and through the Valley of the Ottawa, either for export to the Eastern States, or for shipment to Europe. With Canals and docks completed—with unlimited water power at our command for saving time and charges by machinery, with a 24 foot channel to sea at lowest water, and with the Victoria and St. Helen's Bridges affording an easy means at all seasons of the year for transport, there is no place superior on the continent to this, and, with these improvements, Canada would be in a position to compete successfully with the state of New York for the vast and ever-increasing interior trade. To myself, personally, it is a matter of little moment whether those views which I have so long urged on public attention shall be carried into effect or not. But as every year has only tended to impress me more and more with their truth, I cannot help thinking that it will soon be a matter of regret that action had not sooner been taken on a subject so vital to the interests of this city.

I am your obedient servant,

JOHN YOUNG.

Montreal, 25th Oct., 1871.

SHALL CANADA RETAIN THE CARRYING TRADE?

Our late articles on our Canal Policy and on Railways; our correspondents' articles on the present state of harbour accommodation and the want of increased facilities for trade, have excited considerable comment and attention thereon. We trust that, by a little well-timed cooperation and exertion, a practical solution may be given in the affirmative to the question —"Are we likely to retain the carrying trade of produce, &c., by the St. Lawrence?" Some individuals of a sanguine temperament will at once answer, "Not a doubt of it. Nature has not conferred on us that magnificent river, with its noble chain of lakes stretching 2,000 miles from the Ocean into the interior for mere ornament." Others will reply as decisively in the negative, while they enlarge on the intricacies and expensiveness of that navigation, and the superior advantages of the southern route to the Atlantic; but the greater number will listen and supinely leave it for the future to decide.

Now, there is no denying but this is a most important question, the most important, perhaps, that could be put, affecting the interests of Canada, and it is one which we regret to say too the Government of the country have not given adequate attention. We have no doubt as to the advantages of the northern route through the St. Lawrence, if properly improved, being the best. The question as to the best route has to us been of the deepest interest. It involves a great struggle. It suggests a field on which rival nations are to fight, not by force of arms, but peacefully, yet strenuously and energetically for a commercial advantage. It will be a warfare of years, for the question is not to be decided in a day, and it will be the means of implanting habits of enterprise and activity among all who engage in the strife.

We do not doubt the result, because we believe that, in such a contest, we possess the greater elements of strength. Nature has been lavish to us, and all that is wanted is, for art to aid what nature has given, in adapting our canals and other improvements to the navigation. This done we think it certain that such reductions can be made in the cost of transportation, both in our internal forwarding and in our outward freight, as will enable us successfully to compete with New York, Boston and Baltimore for Western trade. There is, however, one element which we must have, and that is a free intercourse in trade with our neighbours in the United States—nor can we see how this is to be brought about without the people of Canada possessing the Treaty-Making Power. This cannot be obtained without our securing National Indepenence; but this is a question we will discuss in future numbers of our journal. We coincide with the Honourable George Brown, who, in a speech in 1864 to his constituents of the South Riding of Oxford, said: "We cannot "expect that Britain will always send her Navy to guard our shores; we "cannot expect that British troops shall always stand ready to defend us "against attack; we must look forward to the day when all British "America will stand together, and in close alliance and heartiest sym- "pathy with Great Britain, be prepared to assume the full duties and "responsibilities of a great nation."

THE LONDON TIMES AND CANADIAN INDEPENDENCE.

The departure of Her Majesty's troops from Quebec, and the Dominion, has been a fruitful subject for comment by the British Press. We are weekly put in possession of the sneers and taunts of newspapers and magazines for our want of spirit in continuing to hang on to old Mother England. A Sheffield paper the other day asked "when we were going?" while another declares that "Englishmen were right in withdrawing their troops, as they could not longer be expected to bear with patience the accounts of the prosperity of a colony for which they were paying, while its inhabitants were contributing nothing to the Empire." The *London Times*, in a late issue (2nd Dec.), devotes a column and a half to our case, and tells us "that the withdrawal of the troops is now effected, not to meet a temporary exigency, but to satisfy a *deliberate policy*," and in reference to one particular regiment, the 60th Rifles, it states that:—

"The history of that fine regiment is closely bound up with the history of Canada. It owed its origin to the zeal with which England entered into the momentous European struggle known as the Seven Years' War—a zeal which burnt no less fiercely in the American Colonies than in the Mother Country. To the Seven Years' War the Colonies contributed a regiment, which then and for years after was known by the name of the Royal Americans, which turned the tide of battle in the famous struggle on the Heights of Abraham, and which, after the Declaration of Independence, became the 60th Royal Rifle Corps. It is somewhat singular that a regiment thus intimately connected with the early Colonial empire of England in America, and with the transfer of Canada from French to English rule, should by its departure inaugurate the new Colonial policy of the British Government."

We are again informed:—

"We can understand how keenly the Colonists feel what they believe to be the disruption of a bond which unites them to England. We can appreciate the sensation of nervousness and the natural hesitation which affect a new country with a sparse population and resources only in part developed when, after years of tutelage, *it is bidden to embark on a career of independence, self-government*, and self-defence. The shock of separation, and of a sudden plunge into new duties and responsibilities, cannot but cause alarm and anxiety. But that shock sooner or later must have been encountered, and the Canadians would have been the last to put forward the discreditable pretext that they were unable to defend themselves, and were therefore unworthy of self-government. Such a line of argument was, indeed, advanced before the close of the American Civil War, but the result of that great struggle taught among various collateral lessons, that Canada with its enormously lengthened frontier, exposed throughout its whole length to the attack of a powerful neighbour, could not be defended with success, by British arms in the event of a war. It was agreed by politicians of every shade of opinion, by Mr. Bright and by Sir Charles Adderley, that the Canadian frontier could not be protected against an invasion from the side of the United

States by any force which England could possibly send across the Atlantic to repel the aggressors. The only hope of security for Canada lay evidently in the organization of a national force in the Colony, and it was quite evident from the experience of the past that such a force would never be organized so long as Great Britain maintained a single regiment in garrison or held a single fortress in Canada."

Here we are told by this the most influential press in Britain, and the best informed, that we have been for years "under tutelage," and we were "*bidden to embark in a career of independence, self-government and self-defence.*" Have the four millions of Anglo-Saxons and French descendants, who now inhabit this northern portion of the American continent, with one foot on the Atlantic and the other on the Pacific, not spirit and manliness enough to accept the offer and undertake the responsibilities of self-government? The *Times* further says:—

"In spite of the slanders of party opponents, and the querulous remonstrances of short-sighted Colonists, this policy has been carried out, the murmurs of the discontented have died away, the Colonists are growing reconciled to a destiny they cannot avade and which is fruitful in possibilities of greatness. The withdrawal of the last Battalion of the British Army marks the commencement for the Canadian Dominion of a new career."

These utterances of the great *London Times* are in accordance with those of the leading statesmen of England, and of the members composing the British Cabinet. Why should we therefore hesitate to adopt a policy so evidently the desire of our parent country? It is we believe for the interests of England that she should be entirely freed from all political complications on this continent, and every one loyal to those interests, should aid in carrying out her wish that we should assume an independent national position. However reluctant, we are yet irresistibly led to the conclusion, that on this continent the offspring of England must be the predominating power, but the consolation in this is, that this power and its influence in the world will still be in the hands of our own race. By Independence we will assist England in being better able to retain and maintain her position in Europe; we shall, although remote, still be animated by a kindred spirit and attachment to her. We are aware that many dread our proximity to the United States. We have no fear for America politically, for reasons we have in former numbers stated, nor is it by surrounding ourselves by the panoply and pomp of war that we can maintain our position, but by the *steady promotion and encouragement of industry.* With our vast material for future greatness everywhere—on the Pacific, as well as on the Atlantic slopes—with our enormous territory, and the advantages we have for turning our resources into account, is it possible for any one to doubt the necessity that exists for a free commercial intercourse with the United States? With Independence, and the Treaty-making power this result can be attained, and when attained an impulse will thereby be given to Canadian industry and to the progress of Canada, in wealth and population, of which it would be difficult to estimate, while peace between the two peoples would effectually be secured by bonds of mutual interest in navigation and commerce.

THE DAILY NEWS AND RECIPROCITY.

Our contemporary the *Daily News* has taken us to task for our views on Canadian Independence, and for the expression of our opinion, that it would be highly advantageous to the best interests of the Canadian people, as well as those of the United States, if a system was inaugurated, by which the industries of both countries could be exchanged without duty or restrictions of any kind. The *News* refrains from publishing our article, while he draws conclusions quite at variance with its plain meaning. We think that reciprocal trade with our neighbours, not only in the natural products of the two countries, but also in manufactures, would be of advantage to all, but the *News* declares that such a system "would give the Americans the control of our manufacturing trade"—that, "if American manufacturers had free admission into our markets, three-fourths of our manufacturers in Canada would have to call their creditors together"—that, "our shoe and sugar factories would be forced to close their doors"—that "if we could ship lumber free of duty into the United States, we would not own a stick of pine in a dozen years," and, "that the true policy of the Government of Canada is not to think about Independence or Reciprocity in trade with the United States, but to build the Pacific Railway" in Canadian Territory, through present uninhabited forests and prairies. It is plain from these statements that the *News* has a very poor opinion of the energy and skill of Canadian workmen and manufacturers to compete with their neighbours in the United States. We are told "*the weak point*" of our position is, that we have only four millions of customers, and that, with such a population, "manufactures can soon overtake consumption." Now, the main point of our argument in urging free trade with the United States was, that instead of four millions we should have forty-four millions of customers on this continent, and bye and bye, a hundred millions. As regards lumber, what is the difference *now*, as to its export, from what it would be under reciprocal free trade? There is now no hindrance by law, to its export, and it is one of our great staples of commerce. We now export over eight hundred millions of feet of lumber, and, on crossing the frontier, this has to pay 20 per cent. duty, or about two dollars per thousand feet, which amounts on this item alone to over $1,600,000 annually, which, in our opinion, is nearly all lost to Canada, yet the *News*, as we understand, would consider the repeal of this duty injurious. We annually export over $6,000,000 of horses, cattle, swine, sheep, &c., on which we pay twenty per cent. duty, and the taking off of this duty would, according to the *News*, also injure our farmers, who have no other market to which these surplus animals can be sent. Then again we pay four cents per pound on butter and cheese, ten cents on wool, fifteen cents on every bushel of oats, barley and rye (for which we have no other market), and yet our contemporary would lead his readers to believe that the repeal of these duties are not matters we should strive for, and that we are better as we are. We have no sympathy with such opinions. We believe that, with a fair and open field, our workmen and manufacturers are quite capable of competing successfully with our neighbours. With our unlimited

and cheap water power, with our abundant labour and raw materials free, and with a tariff of duties on imports from abroad, the same in the United States and Canada framed for revenue purposes, we have no doubt that Canada would rapidly assume the position of being a favorable point for manufacturing industry. But, as the *News* admits, "the weak point is that we have now only four millions of customers," or, as Mr. Dunkin has found by his census, 3,484,511. With forty-four millions, however, the case would be entirely changed. Under such a change, according to the *News*, this Northern people have not the power, if free trade existed with the United States, to compete with the people there. We entirely dissent from this view, for we are not prepared to admit that the people of Canada are inferior in energy and enterprise to our neighbors on the other side of the lines. Nor do we believe that there is one manufacturer here or elsewhere in Canada who would not consider it a great boon to have the United States market open to him, and we even doubt, if our esteemed neighbour, the proprietor of the *Daily News*, would not himself rejoice at the opportunity of contending with New York or other printing establishments in the United States, for the sale of his books.